

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857



No. 16,003. 第一屆大英元年月日

HONGKONG, FRIDAY, AUGUST 6TH, 1909.

號六月八年九百零九年一月香港

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[a40.2]

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In honour of the 7th  
ANNIVERSARY of the CORONATION  
OF  
H.M. KING EDWARD THE VII.  
A CORONATION DINNER  
(Followed by an OPEN AIR CONCERT),  
will be served.

On MONDAY, the 9th AUGUST, at 8 P.M.

The famous 13th RAJPUTS BAND will  
perform during the Evening.

O. E. OWEN,  
Proprietor.

[a692]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHIENWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1909. [a627]

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. to 11.15 p.m.  
every 1/2 hour.

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Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
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9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [a59]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1909. [a15]

SIEN TING  
SUBGEON DENTIST.  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 21st September, 1909. [a54]

CUTLER, PALMER & CO.,  
WINE & SPIRIT MERCHANTS

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

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BRANDY ★★★	\$22.50
" ★★	20.00
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WHISKY, PALL MALL	20.00
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BADGE The GOLD MEDAL for Quality in the  
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MACKIE & CO. DISTILLERS LTD.  
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Quality  
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LANE, CRAWFORD & CO. \$15 PER DOZ.  
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused any place. [a34]

SOUTH MANCHURIA RAILWAY CO.  


SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently  
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in  
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Steamer Service by the S.S. "KOMI MARU" and "SAIKIO MARU" (2,877 tons each)  
as follows:—

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday	Sunday or Monday or Tuesday	Monday	Tuesday	Wednesday	Friday
Leave—Shanghai (Steamer)	Arrive—Dairen	11 a.m.	Saturday	Sunday	Monday	Tuesday	Wednesday	Friday
Arr. —Mukden	...	8.50 p.m.	"	"	"	"	"	"
Arr. —Changchun	...	9.15 p.m.	"	"	"	"	"	"
Arr. —Harbin (Russian Train)	...	5 a.m.	Monday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
Arr. —Harbin (Russian Train)	...	6.55 a.m.	"	"	"	"	"	"
Arr. —Harbin (Russian Train)	...	3 p.m.	"	"	"	"	"	"

Connecting at Harbin with	State Express from St. Petg.	State Express from Moscow.	State Wagon-Lits from Moscow.	State Express for St. Petg.
Connecting at Harbin with	State Express from St. Petg.	State Express from Moscow.	State Wagon-Lits from Moscow.	State Express for St. Petg.

SOUTH BOUND.

Leave—Harbin (Russian Train)	Arrive—Changchun	Leave—Harbin (Russian Train)	Arrive—Mukden	Leave—Dairen	Arrive—Shanghai (Steamer)	Leave—Harbin (Steamer)
9 a.m.	6 p.m.	9 a.m.	7 a.m.	12.30 p.m.	afternoon	Friday
6 p.m.	7 a.m.	6 p.m.	2.10 a.m.	12.30 p.m.	"	Sunday
7 a.m.	8.30 a.m.	7 a.m.	2.30 a.m.	12.30 p.m.	"	Wednesday
8.30 a.m.	9 a.m.	8.30 a.m.	3.30 a.m.	1.30 p.m.	"	Friday

\*Russian Train time is 23 minutes earlier than S. M. E. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are  
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.  
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At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the  
Company's management.

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Tel. Add.: "MANETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [a37-722]

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COMPOUND SHUTTERS

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A SPECIALTY.

[a29]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th instant, the Selling Price  
of ICE will be INCREASED to ONE CENT  
per Pound.

JARDINE, MATHESON & CO., LTD.,  
General Managers,  
Hongkong Ice Co., Ltd.  
Hongkong, 13th July, 1909. [a57]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH.

[a63]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Boxes and Boxes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at 25/- and

75/- per 100 SPARING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

W.H. SCHMIDT & CO.  
Hongkong, 26th October, 1908. [a23]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

CONFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour  
and Railway Station.

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HOUSEHOLD  
AMMONIAFOR THE BATH, TOILET AND  
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Promotes a healthy action of the skin; counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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## CARBOLIC SOAPS

HIGHLY RECOMMENDED BY THE  
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in three strengths, containing 5%, 10% and 20% of pure carbolic acid.

WATSON'S

SOAP for  
PRICKLY HEATContaining:  
ARNICA, CAMPHOR,  
AND  
CARBOLIC ACIDA. S. WATSON & CO.  
LIMITED,THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

## NOTES FOR CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.DEATH.  
On July 24th, at Daito, North Formosa, ARTHUR FREDERICK GARDINER, aged 44 years, only surviving son of Colonel Thomas George Gardiner, late 3rd Foot (The Buffs), Twickenham, Middlesex.HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, AUGUST 6TH 1909.

It might be well if those who make it their business to encourage working men at home to use any and every means to increase the amount of payment for labour—even to the extent of diminishing the capabilities of capital—to take a warning from some weighty observations which were made by Mr. MACKENZIE KING, who was a representative at the Opium Trade Conference at Shanghai, on his return to Canada. The remarks were published at the time, but they scarcely seem to have attracted the attention which they deserve. After speaking of the question of Asiatic Immigration, which was naturally that upon which the Canadians were most desirous to hear his views, he expressed his opinion that so far as immigration from the East was concerned the wiser counsels of conciliation and moderation which have of late prevailed would be sufficient to overcome difficulties in this direction; but he went on to say that the real peril which has to be faced, in the present day, was not in the possible movement of labour from Asia, but "the almost certain movement of capital, not only from America, but from Europe also, to Asia, once the industrial possibilities of that continent became better known, and a greater degree of stability and security of

investment was afforded." In this he brings to notice, in a very practical shape, the danger which is unfortunately so much overlooked by those who hold that the one way to benefit the working classes in England is to increase their rate of pay. It is overlooked by them that any artificial action of this nature must of necessity be only of a temporary and limited character, and that the amount of pay which can be given to workmen of any kind must, like everything else, be dependent, in the long run, upon the simple question of supply and demand. It is forgotten that if the wages of the working men in a given country are artificially increased, the inevitable result must be that by degrees the very work upon which they are dependent will be forced away to some other country where labour is cheaper, and it is against this danger that Mr. MACKENZIE KING utters a well-timed warning. If wages are to be constantly increased in England and America, the effect must be that work which has hitherto been done in those countries, will be done more cheaply and effectively elsewhere, and this will be more particularly the case with regard to India and China, who have hitherto been the chief customers for the products of English and American manufacturing enterprise. Already, the Japanese have done much in the direction of establishing factories, the products of which compete with those from Great Britain, and, as time goes on, we may be certain that China will follow suit in this direction. As Mr. COUSTLAND, the Secretary to the Hongkong branch of the China Association, has pointed out, "Japanese goods, principally of a low class, besides cutting into the trade of similar British and Indian productions, are also taking the place of cloths formerly manufactured from Bombay yarn, so that our trade is affected in more ways than one." It can hardly be doubted, indeed, by anyone who takes an unbiased view of what is going on in the East, that the time may come when both Great Britain and America will find it increasingly difficult to hold their own as manufacturing countries against China, which has hitherto been one of the chief customers for Manchester and American goods. Both Japan and China possess one invaluable asset, cheap labour, whose advent to other countries is so stoutly resisted. It is not surprising that Mr. MACKENZIE KING should perceive a serious danger in this direction—*Capital, the best friend of the working man, will always find its way to the places where it can be most profitably employed, and if the system of late introduced into England, and supported by Mr. LLOYD GEORGE, disregarding, if not actually opposing, the interests of capital and capitalists be persevered in, the diversion of capital from the country, to aid those who are already competing with us in manufactures, will be largely increased. What the precise effects of this may be on commerce and finance it is difficult to surmise, as commerce has a wonderful power of adapting itself to changed circumstances, and profitable business of a new character may still be carried on. But the effects upon the interests of the working classes at home and in America cannot be doubted, namely, the diminution of the work which can be done and the proportionate decline of these countries' manufacturing and industrial centres.*

The French Mail of the 6th July was delivered in London on the 4th inst.

The Rev. F. B. Meyer has been visiting the northern missionary resort of Mukhausau.

Lord Kitchener's date of departure from Tuticorin for Ceylon en route to the further East will be about 12th September.

The Douglas Steamship Co.'s *Hainan* is advertised to make another trip to Swatow on Sunday, returning about 9 p.m. on Tuesday.

T. H. Prince and Princess Nashimoto, who have been touring in Europe, have returned home via Siberia. They made a brief stay in Seoul and reached Tokyo last week.

A typhoon warning received by the American Consulate-General from the Manila Observatory at 11.15 a.m. yesterday reported a cyclone or typhoon S.E. of Naha, moving W. or W. N. W.

A meeting of Ratepayers of the German Concession at Hankow authorized the Municipal Council to raise a 7 per cent. loan of Tls. 75,000. The 30,000, in debentures of Tls. 100, will be issued shortly. Redemption does not commence before 30th June, 1914, and the loan is to be completely paid off by 30th June, 1934.

The Bandmann Young Little Maids' Opera Co. find that they will be unable to reach Hongkong until Thursday next, and accordingly make the announcement that they will give their first performance on Thursday instead of on Wednesday as previously advertised.

Arrangements, we are informed, have been made with Mr. Bertilone to provide ices, &c., at the Theatre during the Company's visit.

The forecast for the 24 hours ending at noon today is as follows:

Hongkong & Neighbourhood (\*).

Formosa Channel ..... N. and N.W.

Formosa Channel ..... winds, moderate

to fresh.

South coast of China between Hongkong and Lamcocks. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

(\*). W. and S.W. winds, moderate; thunder showers.

TELEGRAMS.

[Protected by the Telegraphic Message  
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[DAILY PRESS EXCLUSIVE SERVICE.]

THE HAWAIIAN STRIKE.

TOKYO, August 5th.

A Consular communication from Hawaii states that the Japanese labourers are eagerly returning to work despite the efforts of the agitators.

CHINO-JAPANESE PROBLEMS.

TOKYO, August 5th.

It is reported that the Chientao question between Japan and China will shortly be settled on a basis of the alteration of the neutral zone.

It is understood that Japan will not negotiate further with regard to the Antung-Mukden line, but will proceed with the work of transformation regardless of China.

[EXCLUSIVE SERVICE TO THE "HONGKONG DAILY PRESS".]

CHINESE PORK IN THE LONDON MARKETS.

LONDON, August 5th.

A London salesman who has examined the recent consignment of Chinese pigs in the cold chamber reports that the meat is in very good condition; so also are the poultry and eggs.

If the condition and quality of the present shipment are maintained there is a good future for this trade.

H. R. H. DUKE OF CONNAUGHT RESIGNS ANOTHER POST.

LONDON, August 5th.

His Royal Highness the Duke of Connaught has resigned the Presidency of the Army Selection Board.

The resignation is causing much talk in military circles.

CHINESE OFFICIAL CASHIERED.

LONDON, August 5th.

The Peking Correspondent of "The Times" cables that Taotai Li Te Shun, the Director of the German section of the Tientsin-Pukau Railway, has been cashiered as the result of the discovery of frauds and corruption in connection with the line.

[Our Peking correspondent reported this in a letter dated June 30th, in which he wrote: "Taotai Li Te Shun is a German-speaking official married to a German lady. The merchant and gentry of Tientsin and Chihi impeached him for corruption, with the result that an official was sent from the capital to Tientsin to make investigation, the outcome being a recommendation that Li Te Shun should be dismissed. To this recommendation effect was promptly given. This culminated in the production of Yang's seizure."]

THE CRETAN QUESTION.

GROWING ACUTE.

LONDON, August 6th.

The Cretan Question is becoming acute.

Turkey is determined not to abate a jot of her rights.

The Government of Greece, replying to the Porte's demand for the withdrawal of her gendarmerie and militia officers, stated that the question is in the hands of the protecting Powers.

It is understood that failing compliance with the demand the most vigorous action will follow.

THE MEETING OF MONarchs AT COWES.

LONDON, August 5th.

The toasts at the banquet given at Cowes by H. M. the King in honour of the visit of H. M. the Tsar, especially the references to the Duma made in the Tsar's speech, have created a profound impression at St. Petersburg.

It is pointed out that this is the first time in history that a Russian Emperor appears as a Constitutional Monarch.

[FROM THE "CHUNG NGOO SAN PO".]

CHINESE PRINCES TO STUDY IN EUROPE.

PEKING, August 5th.

The Prince Regent proposes to send Prince Su to accompany forty youths of the Royal Family to Europe to study.

SUPREME COURT.

Thursday, 5th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING CO. v. ARNOLD, KARBORG AND CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. McNeill, from Shanghai, and Mr. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade—Perhaps my friend will not object if I show your Lordships two blocks of ice.

The Chief Justice—Are they going to be put in?

Mr. Slade—Yes.

Sir Henry Berkeley—They will be put in as exhibits.

Mr. Slade—This is the Milling Company's ice.

It was unfortunately broken on the way down.

Sir Henry Berkeley—Will you lift it up?

Mr. Slade shook his head.

Sir Henry Berkeley—It takes some doing.

Mr. Haxton came forward and lifted the piece of ice.

Sir Henry Berkeley—It is quite cloudy. The other is the Hongkong Ice Company's product.

Mr. Slade—The Ice Company's block is seven feet long, six feet high, and nine inches thick.

Look at its clearness. It is double the thickness of the other. You can see anything through it.

Sir Henry Berkeley—The ice is produced for comparison.

Mr. Slade then dealt with the subject of letter which would be formally proved.

At a later stage.

Mr. McNeill addressed the Court. He said—

We know there is at the present moment in the premises of the Hongkong Ice Company a piece of ice which is suitable for the purpose of my argument. It is a 20lb. block. We have applied to the Ice Company to sell it, but they have declined to do so. I have requested my friend to ask the manager to let us have it.

Mr. Slade—it is a good sample.

Mr. McNeill—My friend says he will do that, and on that ground I must apply to the Court for it.

Mr. Slade—We say it is not a fair sample of our product.

Mr. McNeill—We want to buy it, but they will not sell it.

Mr. Slade—We say it is not a fair sample. When ice is manufactured in a hurry air needles come out of it.

Mr. McNeill—We want to buy it.

Mr. Slade—it is nothing like a fair sample.

The Puisne Judge—You can call evidence to prove that.

Mr. Slade—it seems a most misleading thing.

Mr. McNeill—Let it be set aside. That is all we want.

The Chief Justice—If there is any difference in the Ice Company's products the other side may legitimately call for them, and any difference between them can be explained by the manager.

Mr. Slade—As your Lordship pleases. I thought it was not right to allow them without words to take a tiny piece of ice out of 100 tons which is the worst of the whole lot. Now that it is before your Lordships and cleared up I have no objection.

The Chief Justice—They would be entitled to get it in this way. The manager would be asked—is the ice always of that quality? He would say "No."

Mr. Slade—We cannot bring a whole plate of ice here. It is too heavy. It weighs a ton. The only fair way to judge the ice is to look at it in the block. I would suggest that the Court view it.

The Chief Justice—That will suit the other side, I suppose?

Mr. McNeill—Yes. It will be more satisfactory to see the ice of the Milling Company as well.

Mr. Slade—Yes.

Mr. McNeill—They are both on the same premises.

The Chief Justice—We will arrange to go some time to-day.

The question of privilege attaching to letters written by Arnhold, Karberg and Company to their other branches was then discussed, after which evidence was called.

Mr. H. F. Chard said he was a partner in A. H. Rennie and Co., the General Managers of the Hongkong Milling Co. He was not a partner when the negotiations were in progress with Arnhold, Karberg and Co. for the purchase of the ice plant. The Milling Company then became partner. After the death of Mr. Rennie in April last year the Milling Company went into liquidation, witness being appointed official liquidator, a position which he held from April till September of last year, when he was succeeded by Mr. Percy Smith. Witness saw the correspondence which passed between the Milling Company and Arnhold, Karberg and Co., but what passed verbally between Mr. Rennie and Mr. Arndt he did not know. The ice plant was erected by a man sent out from Germany. This man supervised the erection and had coolies under him. At the beginning of the work he had another European over him. Witness was informed on the 4th June that the plant was ready. Witness was over at the mill premises practically every day at that time. It was arranged that the Milling Company should retain the man who erected the plant (Mr. Boyer) for two months after the plant had been erected for the purpose of instructing the others.

Was Mr. Rennie in the habit of consulting you?—I would hardly say consulting.

You were the principal officials?—Yes. Mr. Rennie did not consult me. He usually told me what he had done. (Laughter.)

Did you ever hear him speak of the difference between can ice and plate ice?—No. Personally

## CANTON.

(FROM OUR OWN CORRESPONDENT).

August 4th.

## THE DELIMITATION OF MACAO.

Public feeling is very strong here in regard to the Macao Boundary Question. At a meeting of merchants and other influential men yesterday it was proposed to form a society called the "National Protection Society," for the purpose of holding public meetings to discuss the question. The headquarters of the Society will be in Canton at the Pi Lum Un, and it is the intention to open branches all over the country. Chinese living in foreign countries will also be invited to join the Society. The object of the Society will be to do all it can to protect China's rights, and to urge the Government to do the same. As a first step, efforts will be made to invite subscriptions from all Chinese, in China and abroad, to build four gunboats and to present them to the Government.

## PROPOSED CANTON-MACAO RAILWAY.

The Portuguese having demanded absolute control over the Macao terminus of the proposed Canton-Macao Railway, the Chinese in Canton have telegraphed the Wah-waps not to grant this request.

## AGRICULTURAL FAIR.

The Taotai of Industries, under instructions from His Excellency the Viceroy, has opened an Agricultural Fair near the East Gate, where persons interested in agriculture are shown the best and latest methods of farming and cropping. Instructors are always in attendance, and their duty is to explain everything to visitors, and to give them advice on all questions concerning agriculture. The Taotai has reported that the idea is very popular, and the place is crowded every day. The Viceroy has ordered the building to be extended and more instructors engaged.

## BAKING BORBERY.

A daring robbery was committed in broad daylight yesterday near the Tai Ping Guts. A fakir in a local Chinese bank was conveying a large sum of money to another bank when, in Ta Tung Street, he was set upon by five desperados, who soon relieved him of his burden and decamped. The police succeeded in capturing one of the robbers, and he was requested, under torture, to state the hiding-place of his confederates. This he declined to do, and he will be brought before the magistrate for trial to-morrow.

## ANTI-OPIUM SOCIETY.

Yesterday His Excellency Tartar-General Chang visited the Anti-Opium Society's Hospital, and declared himself much pleased with the arrangements. His Excellency subscribed \$500 to the Hospital funds, and ordered that the officials still addicted to the opium habit should undergo a course of treatment in the Hospital to cure themselves of the vice.

## EXECUTION OF PRISONERS.

The 19 prisoners condemned to death by the Nam Hoi Magistrate during the past week were executed to-day.

## AGES OF TEST MATCH PLAYERS.

## AUSTRALIANS THE YOUNGER TEAM.

The West Australian last month had the following:—  
A cable message was published yesterday to the effect that the British newspapers were clamouring for the inclusion of younger men in the test match at Manchester. In view of the fact that the average age of the English team in last week's match was nearly 34 years 8 months, it is interesting to know that the opposing Australian eleven were 3 years 2 months younger per man, their average age being nearly 31 years 6 months. Noble is 36 years 6 months; McAlister, 40 years; Armstrong, 30 years 2 months; Carter, 31 years 4 months; Cotter, 25 years 7 months; Macarthur, just turned 23 years; Trumper, 31 years 8 months; Hardley, about 25 years; Ransford, 24 years 4 months; Laver, 39 years 5 months; Gregory, 39 years 3 months. As a good deal of uncertainty prevails regarding McAlister's age, it may be stated that he was born in Melbourne on July 11th, 1869.

## WHO OWNS AMERICAN WEALTH?

Sweeping generalizations and deductions collapse when put to the test of facts. The railroads of the United States are not entirely owned by the Harrimans, Vanderbilts, Morgans, Hills, Goulds and the other magnates with which their names are popularly associated. Approximately the Pennsylvania road at this moment has 60,000 stockholders, the Atchison, Topeka and Santa Fe has 25,000, and the New York Central has 23,000. The roads are owned by the 1,500 or more persons who hold their stocks and bonds, scattered all over the country, who comprise all sorts and conditions of men and women. So it is with the steel trust. Gary, Perkins, Frick and others are among its officials, but the 100,000 persons residing in every state and territory, who own that combination's stocks and bonds, have a voice in the appointment of those officials and are decidedly interested in the company's fortunes. The Standard Oil has over 7,000 owners or partners—whatever you may call its stockholders.

It is the same in the case of the mines, steam-boats, street car systems and the rest of the great interests of the country. Each of these activities stands for a sum of money which bulk large in the aggregate. When divided among their hundreds, their thousands or their hundreds of thousands of shareholders, the sums which they represent to their individual owners are seen to be in most cases quite moderate.

Many millions of dollars of bonds and stocks are held in trust for women and children. The number so held, and the number held in small sums by individuals, are constantly and rapidly increasing. This is especially true at the present time. Speculation is relatively dull. The operations on the great exchanges are small compared with those of recent times. This shows that a far larger number of the stocks have been bought outright and are held as investments than was the case in any previous time. More than a third of the 100,000 persons who hold stock of the United States Steel Corporation are employees of the many scores of mills and mines which are represented in that combination.

The 2,000,000 stockholders of the various corporations of the United States were only about 1,000,000 ten years ago. They are likely to be 4,000,000 ten years hence.—Leisure Weekly.

## THE SHANGHAI-NANKING RAILWAY.

## TRI-CENTENNIAL ANNIVERSARY OF MANILA BOOKS.

The N.C. Daily News says:—We have been favoured with a copy of the Budget Estimate of the Shanghai-Nanking Railway for the half-year ending December 31 next. This is the second half-yearly budget prepared by the management of the railway, and the idea of drawing up estimates of revenue and expenditure in advance, and working to them closely as possible, is one which might advantageously be initiated by other railways in China. The accounts for 1908, which were published in April, are drawn up on the model of the Indian system, and the various headings of revenue and expenditure are analysed so fully that it is possible to work out readjustments of fares, or to ascertain which branches of the railway are least productive, without the slightest difficulty or delay. As in the case of the Budget, the system of annual accounts might well be adopted as a standard for railway accounting throughout the Empire.

On the Budget itself a few remarks may be made. The time has almost arrived when the entire expenses of the line will be borne by revenue, as for the current half-year capital is bearing an infinitesimal portion of the expenditure. The effect of this, naturally, is to increase the revenue expenditure, and it is therefore gratifying to note that by judicious and increased receipts it is hoped that the ratio of working expenses to earnings for the current half-year will be slightly less than for the same six months in 1908. For comparison, however, it is better to select completed half-years and to take the results for the six months ending June 30, 1908, and 1909, respectively. Up to June 30, 1908, the total receipts of the railway were approximately \$823,000 and the net earnings \$365,000. For the same period in 1909 the approximate results were \$880,000 and \$278,000, respectively, the decrease in net revenue being due to the transfer of a number of charges from capital to revenue account. The working expenses for the first half-year of 1908 were about \$518,000 and for 1909 \$601,000, the difference being accounted for by increased mileage. The increase, however, only raised the proportion of working expenses to gross earnings a little over 4 per cent—from 62.94 in 1908 to (an estimated) 66.33, but an actual percentage of 66.82 in 1909, the gross earnings to the end of last month being \$911,000, or \$23,711 in excess of the estimates. The current Budget estimates the rates for the present half-year as 72.81, which is actually lower than the figures (72.99) for the same period in 1908.

A comparison of the estimates for this half-year with the actual figures of the second half of 1908 give the following results:—

	1908	1909
Gross earnings	\$786,815	\$846,600
Working Expenses	574,261	616,000
Net earnings	212,554	230,000

Owing to the elimination of the greater part of capital expenditure in the present half-year nearly every heading in the estimates shows an increase, but none seems to call for special mention save the expenses of the Chinese Department, which account for over 43 per cent. of the General Charges. The expenses for this department might be considerably reduced without in any way interfering with the efficiency of the management. The Chinese Managing Director and his accountant inspect every bill presented, but apparently the Board of Posts and Communications at Peking will not accept their visé but insists upon Chinese translations being made of every voucher. This necessitates the employment of a large staff of translators, and the uselessness of such methods is demonstrated by the fact that this staff is two years behindhand with its work. It is an uncalled-for reflection on the probity of the foreign staff to enforce this system, and it is incredible that the vouchers are gone over, compared and checked when they reach Peking. As the General Manager remarks in his comments on the Budget, "the Chinese Government is too apt to look upon the officers of the line as outsiders instead of as some of the most loyal and hard-working of Chinese Government officials, who in all these matters most faithfully attend to Chinese interests." One would imagine that when every account is passed by the Chinese Director or his accountant, by the foreign accountant of the Railway, and by a firm of auditors, sufficient guarantee would have been given of their accuracy.

As to the receipts of the railway it is interesting to note that the earnings in passenger traffic for the whole of 1909 are likely to exceed \$7,500 per mile open, a result only just attained by the Imperial Railways of North China for the year ended September, 1908. Goods earnings are increasing, some 14 or 15 wagons per day now being dispatched, but receipts under this heading are far lower than they should be, and they can never be expected to reach their proper footing unless the Viceroy's instructions in regard to *lithuan* are loyally observed.

## DEATHS FROM CHOLERA AT SHANGHAI.

Shanghai papers on Monday last reported the death of two Europeans from cholera. One victim was Mr. J. Gibson, a young man of 27, who came out to Shanghai about three years ago, under contract to Messrs. Bruce, Peebles & Co., being employed by that firm in their Construction Department in connection with the installation of the electric tramway system. Recently, however, he left Messrs. Bruce, Peebles & Co., and joined the Standard Oil Co. where he was employed at the time of his death. Last Friday night he played with much success in a water polo match. When the contest was finished Mr. Gibson remained at the baths for some time talking with friends, and in the course of conversation remarked that he was suffering a little from abdominal pains. Neither Mr. Gibson nor his friends, however, took much notice of the pains, thinking they were merely a passing spasm. Soon afterwards Mr. Gibson took a drink of water from the tap and later on had a Japanese iced lemon drink. The group remained talking until about one o'clock on Saturday morning. Beyond the slight pains mentioned, Mr. Gibson seemed in good health. After arriving home, however, his condition became serious and he was taken with all promptitude to the Shanghai General Hospital, where he expired at 9.30 on Saturday morning.

The other victim was Mr. Wynn Kerl, who for about two years was first officer of the Standard Oil Co.'s s.s. *Hudson*. The deceased was taken ill on Friday on board the *Hudson*, and during the day was removed to the Hospital, but his case proved hopeless, and he lingered only a few hours after admission. Mr. Kerl, about 20 years ago was skipper of the Glen liner *Cleopatra*. After leaving that Company he joined the America Line and served Standard Oil Co.'s fleet.

Another case from the *Hudson* is under treatment at the Municipal hospital, and a young child from the *Colony* Home is also in the hospital ill of cholera.

## SOME DIFFERENT MELONS.

Mr. Meyer has brought back with him the seeds of two new kinds of watermelon—one with yellow flesh, and the other with white flesh. Both are said to be very fine. He also secured

seeds of a number of dwarf trees—those vegetable curiosities which in China are dwarfed artificially by growing them in pots, to confine their roots. One of these, called the *ku*, is also grown in gardens clipped or twisted into many grotesque shapes, imitating animals, etc. It attains a great size, certainly several centuries. Another known as the *sh* is loaded in winter with white capsules out of which peer scented berries. It is commonly used for decorating tables.

Speaking of watermelon, it should be mentioned that a remarkable new variety has just been received from Horace G. Knowles, United States Minister to Romania. It is small, round, green in colour, with a thin skin, and about the size of an average grape-fruit: that is to say, just big enough for one person. It has a delicious flavour, and is likely to prove immensely popular for serving in clubs, hotels, and restaurants.

## NEW KINDS OF POTATOES.

By far the most noteworthy discovery, however, is that of new kinds of potatoes, which are unlike any with which civilization is familiar. These were found growing in the little archipelago of Chiloe, on the south coast of Chile, by Mr. J. D. Hubbard. What makes the matter more interesting is that this group of islands is now known to have been the original home of the much prized tuber. It was from this source that the Spaniards in the sixteenth century obtained the potatoes they carried to Spain, thereby giving a new vegetable to the world. The archipelago in question is very remote and inaccessible. Navigation in its vicinity is most difficult, owing to frequent storms, uncharted rocks, and swift ocean currents which run riot among the islands. The latter are rarely visited by ships. Nevertheless, they are inhabited by Spanish speaking white people, whose sole food product is potatoes. They even make their bread of potatoes, pounded raw and mixed with a little grease.

The potatoe that grow there are unequalled. Several varieties known are cultivated by the inhabitants; but many others grow wild on the islands, annually resowing their own seeds, and producing, by Nature's care alone, limitless thousands of undomesticated tubers of every colour and form, all of which are delicious eating; among these are new and distinct strains, whose tubers and plants have no similarity to known varieties. In describing some of them, Hubbard says: "I gathered one. It had a new white skin, with small, bright crimson eyes, which were shaded with dark crimson. The flesh was sweet as sugar. The plant was upright, thick, and waxlike, the leaves were like a three-leaved clover. No one would take it for a potato plant."

## THE IMMIGRATION OF ALIENS.

## JAPAN AND AMERICAN TREATY.

The present general treaty between the U.S. and Japan will remain in force until July 17, 1911, after which it is terminable on twelve months' notice by either party. It is known that Japan is likely to give such notice as soon as it is able to do, so if for no other reason than her objection to the following proviso attached to the articles which guarantee to the people of each nation the power to freely visit the country of the other and engage in business therewith.

It is, however, understood that the stipulations contained in this and the preceding articles do not in any way affect the laws, ordinances and regulations with regard to the entry, the immigration of labourers, police and public security which are in force or which may hereafter be enacted in either of the two countries."

Japan objects to the words "the immigration of labourers" in the foregoing paragraph on the ground that there is nothing equivalent thereto in our treaties with any other nation except China. A San Francisco contemporary commenting on the subject says:—"While the Japanese Government is perfectly willing to let the extent of its ability to prevent Japanese labourers from coming to this country, it objects to a treaty stipulation permitting us to exclude such labourers by domestic law as derogatory to the dignity of Japan since we do not make such a treaty, is authorized to exclude American labourers from her territory." To consider the matter as it were one-sided and affecting the rights only of Japanese labourers is evidence of a national youthfulness which time will cure. As a matter of fact, Japan is far more particular and resolute than we in determining what rights foreigners may enjoy in her territory. In that she is quite within her rights. The regulation of what elements shall be permitted to enter into the population of any country should be determined by that country by domestic law. It is a subject which our arrogant treaty-making power ought not to meddle with, and should not be allowed to meddle with. The only alliance to the subject which should be in a treaty with Japan or any other country is an explicit acknowledgment that the regulation of immigration is reserved to domestic law. The provision objectionable to Japan has not been inserted in any other treaty except that with China, for the reason that hitherto there has been no objection to unrestricted immigration except from Asia. The time may come when there is such an objection, and the equivalent of these words in the treaty with Japan should be included in all treaties hereafter negotiated with any country."

It is a very cold part of the world, and an object to note that the earnings in passenger traffic for the whole of 1909 are likely to exceed \$7,500 per mile open, a result only just attained by the Imperial Railways of North China for the year ended September, 1908. Goods earnings are increasing, some 14 or 15 wagons per day now being dispatched, but receipts under this heading are far lower than they should be, and they can never be expected to reach their proper footing unless the Viceroy's instructions in regard to *lithuan* are loyally observed.

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It is with feelings of most profound regret that we have to record the death of Captain John A. Dougherty, of the U.S. *Rainbow*, which occurred at the Shanghai General Hospital at an early hour on Sunday morning. Captain Dougherty entered the hospital some four days ago, suffering from a severe chill which afterwards developed into acute pneumonia and which defied all the skill of the medical attendants.

The deceased, who was about 51 years of age, was stationed in Tokyo some two years ago and was afterwards transferred to the *Rainbow*, admiral Harber's flagship of the third Pacific Squadron. He was a popular officer and his untimely demise will be greatly regretted by his other officers, as well as by the men who have been under his control.

Captain Dougherty was a graduate of the naval academy at Annapolis, Maryland, and had distinguished himself as an able and efficient officer. The body has been embalmed and cable communication has been opened with the Navy Department at Washington, as to the disposition of the remains. It is anticipated that the remains will be sent home to the States for interment.—*Shanghai Times*.

## MEETING AGAIN.

To meet again with our friends after an interval of years may well be the greatest of all joys, but to meet again with our friendly acquaintance from whom we have been long divided by circumstances is by no means always a great pleasure. The thought of the reunion is fraught, no doubt, with a certain sensation of excitement. We cannot bring ourselves to refuse the opportunity, yet how seldom we entirely enjoy it. There are, of course, a few men and women in whose personality time makes no change. They alter in nothing but appearance. They have from youth to age the same manners, the same interests, the same sympathies, the same friends. Their environment may change to any extent. They may go from Piccadilly to the desert, or from Chapman to the backwoods, they come back "just the same." They may begin behind a shop and end in front of the world. They may marry, they may grow rich, they may prosper or fail. The first thing to be said of them by every fellow-creature who sits in judgment upon them is that they are "just the same." They are as they were born, and they take it for granted that everyone else is. They are strong people never called away by their experience, and they have a strange power of annihilating time for others, and bringing them back, as we say, "to their old selves." They may or may not have very quick sympathies; they have always very strong affections. Nevertheless it is sometimes a qualified pleasure to see them again. Some of us do not want to be reminded of our old selves, and come away with an uncomfortable feeling that we have renewed acquaintance with one person more than we bargained for.

But such people are exceptional, and belong to a strongly marked type. The majority change with the years inwardly as well as outwardly, perhaps inwardly even more than outwardly. We may have no difficulty in recognising them at first, and yet after a quarter of an hour's talk we may feel quite unable to realise their identity. They may even give a strange sensation, as if we could not our own. They have developed in an opposite direction to that which we expected; or is it we have changed?

The years between youth and middle age are the most eventful years of life, and those in which long separations most commonly occur. Perhaps there was a man we lost sight of for a time on whom we looked down a little. He also was one whom we liked; we had a pleasing little feeling that he looked up to us. It was natural, we felt; our chances were better than his. No doubt he envied them. We perhaps often thought of him during the interval, always with feelings of kindness. Possibly we heard vaguely that he had "got on," but the news made no permanent difference to our mental picture. We still looked downwards to see him with our mind's eye. At last chance threw us across his path again. We did not understand that he had passed us on the world's stairs, and we are inwardly astonished to find him a man of far more account than ourselves.

Yet we cannot take up any other. On the whole, we wish we had never seen him. On the whole, the critic is apt to be led astray by that false friend imagination.

Watching the play in the open championship at Deal, one was led to the conclusion that the game of golf, as played in championship events, is much more a painful trial of physical and mental endurance than a joy. Seldom does one come across a competitor who could by the wildest stretch of imagination be said by facial demonstration to be enjoying the task in hand.

True it is that occasionally a competitor was to be met with who was the appearance of jocularity; but you could be almost sure that this jocularity was assumed, and that the worthy individual was clean away from the regions of possible success—as they say in racing parlance, "he had put his ears back." With all the smile on his face, and the somewhat happy-go-lucky manner of hitting the ball, was he happy and joyous?

Not a bit of it; he was simply trying to put a cheery face to hide what was probably to him a sad disappointment; just showing the world that he didn't care. Did he not care? Well, I

never saw his own peculiar way of showing his emotions when on the links. The present champion, for instance, is one of the easiest to read—a most simple subject to the critic. J. H. Taylor is a sample of the out-and-out Englishman who hides just as little as he can. If he is pleased he takes no trouble to hide the simple fact; if he is not pleased any amount of trouble he might take would not succeed in hiding the fact.

His demeanour, and his every action tell of this displeasure, and in consequence he is a most interesting study to watch in his varying moods during even the course of a single round. The moods, indeed, are almost more interesting than his golf. At Deal he had little to really rifle him after the first nine holes, but when in the third round he smothered his tee shot to the eleventh hole and was badly

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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## NEW ADVERTISEMENTS



R.

NOTICE.

**C**LERK (Non-Chinese) Wanted at once for the Water Works Branch of the PUBLIC WORKS DEPARTMENT. Salary \$1,320 per annum rising to \$1,560 by \$120 biennially. Must be quick, accurate and neat at figures and well acquainted with accounts, and book-keeping. Age 25-30. Applications to be addressed to the undersigned not later than the 14th instant.

P. N. H. JONES,  
Director of Public Works.  
Public Works Department.  
Hongkong, 5th August, 1909. [1045]



R.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of CHAN GONG, Late a Passenger on board the Steamship "ASIA," deceased.

**N**OTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting the time for sending in Claims against the above estate to the 15th day of September, 1909.

All Creditors are hereby required to send their Claims to the Undersigned before the said date. Dated this 3rd day of August, 1909.

J. P. KEMP,  
Official Administrator. [1046]

DOUGLAS STEAMSHIP CO., LTD.  
TRIP TO SWATOW.

**T**HE Company's Steamer "HAIMUN," Captain Evans, will leave the Company's Wharf at Noon on SUNDAY, 8th August, and will leave Swatow on the Return Trip on MONDAY afternoon, arriving in Hongkong on TUESDAY, 10th August, about 9 A.M. Return Fare \$20—including Meals.

For Passage, apply to DOUGLAS, LAPEAIK & Co., General Managers Hongkong 6th August, 1909. [1047]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

**N**OTICE IS HEREBY GIVEN that MESSRS SIEMSEN & COMPANY, of Victoria, in the Colony of Hongkong, Merchants, have on the 20th day of March, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of a Palm Tree with two birds beneath it,

in the name of FRIEDRICH ALBERT GÜLTZOW, NICOLAUS AUGUST SIERS, FRIEDRICH HEIMANN ARNOLD FUCHS, ERNST OTTO STRUCKMEYER, HANS AUGUST SIERS and EUGEN SIEBERT, who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the Applicants in respect of the following Goods:—

TOBACCO (whether Manufactured or Unmanufactured), CIGARS and CIGARETTES, in Class 45.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 15th day of April, 1909.

DEALON, LOOKER & DEACON, 1048] Solicitors for the Applicants.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.  
Hongkong, 6th August, 1909. [1049]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,  
(Clerk of the Course.)  
Hongkong, 23rd July, 1909. [1044]

## PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,  
Secretary.  
Hongkong, 20th July, 1909. [984]

HONGKONG & SHANGHAI BANKING CORPORATION.

**N**OTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 31st July, 1909. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors.

GEO. A. CALDWELL,  
Acting Secretary.  
Hongkong, 27th July, 1909. [1015]

IN THE MATTER OF THE GOODS OF HARRY WILLIAM HINE, DECEASED.

ALL CLAIMS against the Estate of the late HARRY WILLIAM HINE, who died at Hongkong on the 29th day of July, 1909, should be sent in to the Undersigned before the 1st day of September, 1909.

LANCELOT GILES,  
H. B. M. Acting Vice Consul, Canton. Canton, 3rd August, 1909. [1042]

IN THE SUPREME COURT OF HONGKONG.

## SUMMARY JURISDICTION.

ACTION NO. 782 of 1909.

Between CHOY ON MOW Plaintiff and YOW SUI trading as YOW KUNG CHEONG Defendant.

IN THE MATTER OF THE GOODS OF HARRY WILLIAM HINE, DECEASED.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [794]

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate. Apply to T. Y. Z. Care of "Daily Press" Office. Hongkong, 7th July, 1909. [937]

TO LET.

NO. 75, WYNDHAM STREET. FOUR ROOMS. Electric Fittings, Verandahs both sides. Full harbour view. Apply to A. B. AVASIA, 1, Duddell Street. Hongkong, 8th July, 1909. [941]

TO LET.

NO. 1, CANTON VILLAS, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 14, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms. Apply to YEE SANG FAT & CO. Opposite General Post Office. Hongkong, 21st June, 1909. [971]

TO LET.

NO. 1, OMSBY TERRACE. NO. 5, BARLOW TERRACE. Cheap Rental. Apply to SPANISH PROCURATION. Hongkong, 31st July, 1909. [1026]

TO LET.

NO. 1, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road.

PREMISES at SHAMEEN, CANTON, now in occupation of the Canton-Kowloon Railway. NEW FIVE ROOMED HOUSES in SHELLY STREET.

THE EYRE, NO. 13, PEAK. Unfurnished from 1st June, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street. HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOE SALE—TOP Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building. Hongkong, 23rd July, 1909. [100]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANE BUNGALOW" Kowloon. A Small Garden attached. Moderate Rental. Apply to ABRAZOON V. APCAR & CO., 14, Des Voeux Road. Hongkong, 3rd March, 1909. [999]

DYES IN CLASS 4.

A facsimile of such Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of June, 1909.

DEALON, LOOKER & DEACON, 943] Solicitors for the Applicants.

## ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

5 NIGHTS ONLY

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COMIC OPERA CO.

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Satur. Aug. 14th, The Hit of the Century. The World's Record Breaker THE MERELY WIDOW.

Mon. Aug. 16th, Gilbert and Sullivan's Masterpiece THE MIKADO.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at S. MOUTRE & CO., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, 2nd August, 1909. [1030]

## TO LET

KING'S BUILDINGS.

OFFICES

facing the Harbour from about

October

at present in occupation of

Messrs. JARDINE, MATHESON & CO., LTD.

Apply—

A. B.

Care of "Daily Press" Office.

[882]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top

Floor of No. 3, (Tang Lap Ting's

House)

East Point).

Immediate Possession. Rent exceptionally

moderate.

Apply to—

KAM FOOK,

No. 107, Wellington Street,

## AUCTIONS

E. H. R.  
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,  
ON MONDAY AND TUESDAY,  
the 2nd and 3rd August 1909, at 10 A.M.,  
each day, at H.M. NAVAL ESTABLISHMENTS,  
SUNDAY OLD AND SURPLUS  
NAVAL AND VICTUALLING STORES  
Comprising:

OLD AND SURPLUS NAVAL STORES—  
CHAIN, WOOD BLOCKS, HOSES,  
TOOLS, OLD IRON AND METAL, OLD  
MACHINERY, ELECTRIC CABLE AND  
GEAR, MATS AND MATTINGS, WOOD  
BOXES, LEATHER, COAL SACKS, OLD  
INDIA RUBBER, OLD BOATS, FURNI-  
TURE, CARPETS, SURGICAL INSTRU-  
MENTS, &c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES—  
PROVISIONS, SEAMEN'S CLOTHING,  
BLANKETS, MESS TRAPS, IMPLI-  
MENTS, STAVES, and a quantity of  
ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.  
TERMS OF SALE.—As Customary.  
HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 24th July, 1909. [102]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,

ON THURSDAY,  
the 19th August, 1909, at 3 P.M., alongside  
The Queen's Statue Wharf,

"SWALLOW,"

Length over all 78 feet.

Breadth 14 feet 4 inches.  
Moulded Depth 8 feet;  
Capacity—Gross Tonnage 66.53, Net Tonnage  
35.96, Compound Surface Condensing  
Engines 92 by 18, Working Pressure  
125 lbs, 8 years old.

Licensed to carry: Within the Harbour  
Limits—120 passengers.  
Within the Local Trade  
Limits—81 passengers.  
Outside the Local Trade  
Limits—24 passengers.  
Terms.—As Usual.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, 5th August, 1909. [1044]

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1908  
£19,121,310.

I. Authorized Capital £26,000,000  
Subscribed Capital £3,275,000  
Paid-up Capital £1,212,500 0 0  
II. Fire Funds £3,204,753 7 10  
The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOME & CO.,  
Agents.  
Hongkong, 21st July, 1909. [908]

A LING & CO.  
19, QUEEN'S ROAD CENTRAL.FURNITURE, AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1909. [629]

A TACK & CO.  
FURNITURE & PHOTO GOODS STORE,  
26, DES VIEUX-RUE, CENTRAL.

DEALERS IN  
LADIES' & GENTS' BOOTS & SHOES,  
UMBRELLAS, &c., &c.

Cameras fitted with  
"Zeiss," "Goerz," "Ross" & "Aldis"  
Lenses.

DEVELOPING AND PRINTING  
A SPECIALITY.

Hongkong, 24th April, 1909. [37]

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT

PER CASE  
15  
65

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE,  
OF CLECHOCK, AND HAS BEEN SOLD AS "C. L. H. VAT."

SCOTCH WHISKY.

SOLE AGENTS IN  
1033

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

## NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LTD.,  
COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"INDIEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 9th inst., at 9.30 A.M.

All claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,  
Agents.

Hongkong, 2nd August, 1909. [6]

S.S. "TONKIN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

GREEN MOULDERING BOX.

Further down, he came upon a great, square platform with wide flights of steps leading up to it from every side. Into this again he tunneled, and in the very heart of the mound, thirty feet below the level where the Mahomedan Pushti-speaking peasants now plough the surface, he unearthed a stone burial chamber, which was what, all along, he had sought for. The roof of it had fallen in, but in the corner, broken by a block of stone from above, yet still upright as it had been reverently packed two thousand years ago, was a heavy casket that contained the treasure. A green moulodering box of corroded bronze, seven inches high by five across and shaped like the powder-box of a modern beauty, which is also the shape of the jewel case of a Greek lady of the time of Christ, was all that could be made out. Little by little, however, it was cleaned and delicately-carved figures after figure emerged with Kharoshthi inscriptions in fine dotted and indented curves between and on top. Once nearly three inches high, but now crushed into the surface, is a seated Buddha. On either side are two broken figures of worshipping Bodhisattas, which may have stood for Brahma and Indra. At their feet is a Kharoshthi inscription, which runs—"Homage to teachers of the Sarvavasik sect. The rest of the top is curved and carved to resemble a full-blown lotus flower, in the centre of which three bronze figures were set. The lid pulls off exactly as in a powder-box. Around the top of it, where the vertical sides begin, are carved bronze geese chasing each other in flight and supporting amongst them a garland of flowers of Grecian make. Between the geese is another dotted inscription too corroded to make out, except that the name Kanishka is one of the words.

GREEK MAKER OF THE CASKET.

Below the lid are a number of bronze figures, each a couple of inches long, in high relief. The principal one is a standing image of a princely person, extraordinarily like the image on well-known coins of Kanishka, one of which coins was actually found a few feet away from the casket. The other figures run in a circle round the casket. In the middle of its cylindrical portion they represent seated Buddhas with worshipping disciples between, and amongst them are figures, some supported by tiny figures obviously Greek. Below these figures is another dotted Kharoshthi inscription, which gives the name of the Greek maker of the casket.

It runs—"Agrasaces, head engineer in Vibhaga (Padoga) of Kanishka, in Sugarsana (collection of panegas and monasteries) of Mahisena.

The name Kanishka in this inscription is so arranged that it falls immediately below, and is indeed divided by, the figure of this King.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

This vessel brings on Cargo:—

From London, &c., ex.s.s. "Marmora,"

From Australia, ex.s.s. "Macedonia,"

From Calcutta, ex.s.s. "Nore,"

From Persian Gulf, ex.B. L. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within 6 hours.

Goods not cleared by the 10th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th August, 1909. [1043]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "BENGLOE,"

FROM ANTWERP, MIDDLESEAS,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 4th August, 1909. [1043]

## Apollinaris

THE QUEEN OF TABLE  
WATERS.

SUPPLIED UNDER ROYAL  
WARRANTS OF APPOINTMENT TO

HIS MAJESTY THE KING  
AND  
H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with  
Wines and Spirits.

[583]

## BUDDHA'S REMAINS

THE REMARKABLE DISCOVERY NEAR  
PEASHAWAR.

## DEPARTURE FROM KANSU.

## THE DALAI LAMA.

## DEPARTURE FROM KANSU.

A correspondent of the *North China Daily News* writing from Shingfu under date of June 29 gives the following description of the departure of the Dalai Lama and his people from Kansu:

"Time wears on, the cold windy spring has gone, summer is here and at last the grass has grown high enough to permit His Highness the Dalai Lama to start out for his own home. The city officials went up to Kuankum to see him off, and after keeping them waiting about a few days to magnify his importance he at last made his departure on June 3 by way of Tarkhan and the Kokonor. The Amban, or Imperial Resident, and the General returned from Kunming but the Prefect, District Magistrate and Major Tang escorted him to Tankor, a tiny city ninety li west of Shingfu, from which place he started on the 8th instant. It will take him just about one month to get to the Tsaidam, whence the route lies due south. Travelling will be very slow, owing to the lack of rain, there is very little grass. About 1,300 camels started a month ago and he has about 700 more with him and over 300 horses. A vast number are carrying grain for horses and food for the men. He will not reach Lhasa till near the middle of September, probably later, as they will be obliged to stay at places where there is good grass to feed up the camels and horses. No one shot tears at his departure. No one wishes to see him again. He goes 'unwept, unhonoured and unsung.'

"He has been 'unwept, unhonoured and unsung' for the scarcity of rain. Before he went a special decree was sent down from the Emperor to him to permit him to start. Before it reached him an interesting scene occurred. The special decree was put in a sedan chair carried by eight men dressed in long red garments with yellow stars spotted all over. Passing out of the West Gate to the foot of the southern hill the chair was met by all the high officials, who had ridden out beforehand on horseback and now dismounted, came towards the chair, and bowed before the sacred will of the Emperor. The decree was carried in the chair to Kunming, followed by the officials, and apparently they expected his highness to come out and meet the will of the Emperor, but to their disappointment and disgust he only met it at the inner door of his temporary palace.

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"It is not exactly European colonisation that we suggest, but the introduction of European farming enterprise and methods for the instruction of the people and improvement and increase of food supplies suitable for European requirements, while at the same time we obtain the services of a reliable force of militia, to serve the Government in case of need. Had the Government of India encouraged European colonisation in various suitable localities in India, its position would have been very much stronger to-day than it is in many ways. As it is, if British rule were ended in India, the only mementos of its former existence for two centuries would be piles of empty beer and whisky bottles and, perhaps, also the love of liquor and litigation, implanted among certain classes. We trust for a different verdict and different result of British relations with Burma. But this can only be expected, if Burma is allowed to cut the painter and to paddle her own canoe."

## SOME SAD MEMENTOS.

The Government of India has already so much to attend to, our contemporary concludes in somewhat melancholy vein, that schemes for Burma's betterment would not receive the slightest consideration, it was not at once rated as impracticable, impolitic and impossible.

"It is not exactly European colonisation that we suggest, but the introduction of European farming enterprise and methods for the instruction of the people and improvement and increase of food supplies suitable for European requirements, while at the same time we obtain the services of a reliable force of militia, to serve the Government in case of need. Had the Government of India encouraged European colonisation in various suitable localities in India, its position would have been very much stronger to-day than it is in many ways. As it is, if British rule were ended in India, the only mementos of its former existence for two centuries would be piles of empty beer and whisky bottles and, perhaps, also the love of liquor and litigation, implanted among certain classes. We trust for a different verdict and different result of British relations with Burma. But this can only be expected, if Burma is allowed to cut the painter and to paddle her own canoe."

## WOMEN WHO NAG.

AMERICA AND FOREIGN COTTON  
TRADE.

At the recent convention of cotton manufacturers at Richmond the subject of the foreign trade in cotton goods was discussed. It was pointed out that the principal competitors of America in foreign markets are Britain and Germany, but with Japan rapidly coming up,

it was predicted that if America continues to export her raw cotton to Britain, Germany, France, Russia, and Japan, without pushing the sale of her own cotton goods in the East, in the centre of which three bronze figures were set. The lid pulls off exactly as in a powder-box. Around the top of it, where the vertical sides begin, are carved bronze geese chasing each other in flight and supporting amongst them a garland of flowers of Grecian make. Between the geese is another dotted Kharoshthi inscription, which gives the name of the Greek maker of the casket.

Below these figures is another dotted Kharoshthi inscription, which gives the name of the Greek maker of the casket.

The name Kanishka in this inscription is so arranged that it falls immediately below, and is indeed divided by, the figure of this King.

The flat bottom of the casket was loose, and through it peeped the glittering edge of a transparent rock crystal. The actual relic was extracted with infinite care and proved to be a wrought hexagonal receptacle, five inches long by three inches across, with a hole two inches wide by three deep, in the top. The top was stopped with an earthen seal bearing the device of an elephant, which is supposed to have been the Royal emblem of the house of Kanishka. Within is the relic, which the crystal casket, vault, and pagoda were like fastened to guard. It consists of three small pieces of charred bone that once were human.

This vessel brings on Cargo:—

From London, &c., ex.s.s. "Marmora,"

## SHIPPING

## ARRIVALS

BANRI MARU, Japanese str., 2,368, J. Yamada, 4th August—Moj 29th July, Coal—Mitavi Busan Kaisha  
CHENAN, British str., 1,460, J. H. Brown, 4th August—Shanghai 1st August, General—Butterfield & Swire.  
CHINKIANG, British str., 5th Aug.—Canton.  
EMPEROR OF JAPAN, British str., 3,039, H. Pyun, 5th August—Vancouver 14th July, Mails and General—C. P. R. Co.  
FOOSHING, British str., 5th Aug.—Canton.  
HITACHI MARU, Japanese str., 6,715, Wm. Wade, 5th August—London 26th June and Singapore 30th July, General—Nippon Yusen Kaiisha.  
INOUYE MARU, Japanese str., 1,859, A. Yoshi, 5th August—Moron 25th July, Coal—Mitsui Bisan Kaiisha.  
ITAIKA, German str., 1,446, W. Vogeler, 5th August—Tsingtao 1st August, Railways—Hamburg-Amerika Linie.  
KNIERSBERG, German str., 646, Niejahr, 5th August—Haiphong, Pakhoi and Hoitow 4th August, General—Jehan & Co.  
NANCHANG, British str., 1,062, G. I. Spink, 4th August—Canton 29th August, General—Butterfield & Swire.  
BAJAUER, German str., 1,189, H. Brunner, 5th August—Bangkok 27th July and Swatow 4th August, Rice—Butterfield & Swire.  
SIGNAL, German str., 5th Aug.—Canton.  
SICH, British str., 3,213, Atkinson, 5th August—Keelung 3rd August, General—Dowdell & Co.  
VIENNA, British str., 2,653, M. C. Corrane, 4th August—Newcastle 14th July, Coal—Bradley & Co.  
YATSHING, British str., 5th Aug.—Canton.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
5th August.  
Benglo, British str., for Nagasaki.  
Chien, British str., for Canton.  
Kengtung, German str., for Hoitow.  
Mandu, German str., for Sagon.  
Nanchang, British str., for Canton.  
Soushi Maru, Japanese str., for Swatow.  
Yanata Maru, Japanese str., for Manila.

## DEPARTURES

5th August.  
CHINHUA, British str., for Shanghai.  
CHIPING, British str., for Swatow.  
ITAIKA, German str., for Canton.  
KWANGTSE, Chinese str., for Shanghai.  
LOCKEN, German str., for Swatow.  
PROTEUS, Norwegian str., for Batavia.  
QUATA, German str., for Batavia.  
TAIKOAN MARU, Japanese str., for Sourabaya.  
VICTORIA, Swedish str., for Haiphong.

## SHIPPING REPORTS

The British str. Chien reports: Moderate to light S.W. winds and fine weather.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELHI." Captain G. V. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 7th August, taking passengers and cargo for the above ports in connection with the Company's s.s. "MANTUA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA" due in London on the 19th September.

Packets will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th July, 1909. [1]

## "GLEN" LINE OF STEAMERS.

## FOR LIVERPOOL AND ANTWERP.

THE Steamship  
"GLENESK." Captain Rafferty, will be despatched as above on SATURDAY, the 7th August, 1909.

For Freight or passage apply to

MCGREGOR BROS. & GOW, Hongkong 26th July, 1909. [106]

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship  
"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 9th inst., at NOON.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN  
(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Island Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.

For Freight or Passage, apply to

DAVID SAASOON CO., LTD., Agents.

Hongkong, 4th August, 1909. [1039]

## THE AMERICAN AND ORIENTAL LINE.

## FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to

AENHOLD, KARBERG & CO., Agents.

Hongkong, 24th July, 1909. [915]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L" nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&I	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &C. VIA USUAL PORTS OF CALL	DELHI	Brit str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. CO.	To-morrow, at Noon.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit str.	—	Daniel	JARDINE, MATHESON & CO., LTD.	About 25th inst.
LIVERPOOL & ANTWERP	GLEMSEK	Brit str.	k. w.	Rafferty	MOGEBOE BROB. & GOW	To-morrow.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMOIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 13th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	ARABIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	About mid. of Sept.
HAURE, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k. w.	Block	HAMBURG-AMERIKA LINIE	On 1st Sept.
HAURE & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 14th Sept.
MARSEILLES, HAURE & HAMBURG, &c.	SLAVONIA	Brit str.	Dan.	C. C. Talbot, R.N.R.	P. & O. S. N. CO.	On 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINA	Brit str.	—	Melchers & Co.	MESSAGERIES MARITIMES	On 11th inst.
MARSEILLES, &c. VIA PORTS OF CALL	YEDDO	Fr. str.	—	Girard	NIPPON YUSEN KAISHA	Middle of Aug.
MARSEILLES, LONDON & LEITH	ERNEST SIMONS	Jap. str.	—	A. Keih	JARDINE, MATHESON & CO., LTD.	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AYA MARU	Jap. str.	k. w.	Ingram	NIPPON YUSEN KAISHA	About 25th inst.
MARSEILLES, HAURE & HAMBURG, &c.	CARNARVONSHIRE	Jap. str.	—	C. H. Butler	HAMBURG-AMERIKA LINIE	On 7th Sept.
MARSEILLES, LONDON & ANTWERP	TAMDA MARS	Jap. str.	—	Babel	MELCHERS & CO.	End of Sept.
MARSEILLES, LONDON & LEITH	SAXONIA	Dan. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, HAURE & COYENHAGEN, &c.	CATHAY	Jap. str.	—	F. V. Binzer	TOYO KISEI KAISHA	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	Radonicich	MELCHERS & CO.	On 11th inst., at Noon
GENOA, ALGIERS, GIBRALTAR, &c. VIA JAPAN PORTS, &c.	PRINZ LUDWIG	Ger. str.	—	W. G. Williams	SANDER, WIELER & CO.	About 25th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SILESIA	Brit str.	—	ARNHOLD, KARBERG & CO.	JARDINE, MATHESON & CO.	On 21st inst.
NEW YORK VIA SUEZ CANAL	INDRAWAIDI	Brit str.	—	DODWELL & CO., LTD.	ARNDHOLD, KARBERG & CO.	On 14th inst.
BOSTON & NEW YORK	WELSH PRINCE	Brit str.	—	DODWELL & CO., LTD.	CANADIAN PACIFIC R. CO.	On 14th inst., at 6 P.M.
NEW YORK	EMPEROR OF JAPAN	Brit str.	—	DODWELL & CO., LTD.	CANADIAN PACIFIC R. CO.	On 25th inst.
NEW YORK	MONTRAGÉ	Brit str.	—	DODWELL & CO., LTD.	OSAKA SHOSEN KAISHA	On 23rd inst.
NEW YORK	SEATTLE MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
NEW YORK	KAGA MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
NEW YORK	SHINANO MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 16th Sept., at 6 P.M.
NEW YORK	YAWATA MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 18th Sept., at Noon.
NEW YORK	NIKKO MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 21st inst.
NEW YORK	HITACHI MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 24th inst.
NEW YORK	CHUNSHANG	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
NEW YORK	MISAWA MARU	Jap. str.	—	DODWELL & CO., LTD.	NIPPON YUSEN KAISHA	Quick despatch.
NEW YORK	KOBÉ & YOKOHAMA	Jap. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	To-morrow, at Daylight.
NEW YORK	KUMANO MARU	Jap. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 11th inst., at 4 P.M.
NEW YORK	TIRINI	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 10th inst., at 4 P.M.
NEW YORK	SUSANG	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	About 11th inst.
NEW YORK	KUICHO	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 24th inst., at 4 P.M.
NEW YORK	NANCHANG	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 15th inst., at 4 P.M.
NEW YORK	BURLOW	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 16th inst., at 4 P.M.
NEW YORK	FOOSHING	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 17th inst., at 4 P.M.
NEW YORK	CATHAY	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 18th inst., at 4 P.M.
NEW YORK	CHENAN	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 19th inst., at 4 P.M.
NEW YORK	HANGSANG	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 20th inst., at 4 P.M.
NEW YORK	ARRATOON APCAR.	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 21st inst., at 4 P.M.
NEW YORK	BCJUN MARU	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 22nd inst., at 4 P.M.
NEW YORK	YEHSHI MARU	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 23rd inst., at 4 P.M.
NEW YORK	SPESIA	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 24th inst., at 4 P.M.
NEW YORK	BORNEO	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 25th inst., at 4 P.M.
NEW YORK	LINAN	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 26th inst., at 4 P.M.
NEW YORK	AUSTRIALIAN	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 27th inst., at 4 P.M.
NEW YORK	C. FRED. LAMBERT	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 28th inst., at 4 P.M.
NEW YORK	DEVANHA	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 29th inst., at 4 P.M.
NEW YORK	FOOSANG	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 30th inst., at 4 P.M.
NEW YORK	TYILATAP	Dut. str.	—	DODWELL & CO., LTD.	JAVA-CHINA-JAPAN LINIEN	On 3

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 7th Aug.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGA	SARDINIA	11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO	About 13th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.

For further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th August, 1909.

**CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"NINGPO"	On 7th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug., D'light
MANILA	"TAMING"	On 10th Aug., 3 P.M.
Tsingtao, Chefoo and Newchwang	"NANCHANG"	On 10th Aug., 4 P.M.
Cebu and Iloilo	"SUNGKLANG"	On 10th Aug., 4 P.M.
Weihaiwei and Tientsin	"KUEICHOW"	On 11th Aug., 4 P.M.
Samarang and Sourabaya	"SHANTUNG"	On 12th Aug., 4 P.M.
Shanghai	"ANHUI"	On 12th Aug., 4 P.M.
Shanghai	"LINAN"	On 15th Aug., D'light
Manila	"TEAN"	On 17th Aug., 3 P.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney	"CHANGSHA"	On 19th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Fares is carried.

REMOVED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconveniences of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$60 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th August, 1909.

11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"FOOSHING" ...	Friday, 6th Aug., 4 P.M.
MANILA	"LOONGSAMG" ...	Friday, 6th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" ...	Saturday, 7th Aug., 3 P.M.
CHINHWANTAO	"SUSIANG" ...	Sunday, 8th Aug., D'light
SHANGHAI	"HANGSAMG" ...	Sunday, 8th Aug., D'light
KOBE	"CHUNSAMG" ...	Tuesday, 10th Aug., 4 P.M.
MANILA	"YUENSANG" ...	Friday, 13th Aug., 4 P.M.
SH'AI, YOKOHAMA, KOBE & MOJI	"FOOKSANG" ...	Tuesday, 24th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUANSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage apply to JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN," Capt. J. S. Roach	SWATOW, AMOY and FOOCHEW,	FRIDAY, 6th Aug., at 2 P.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHEW,	TUESDAY, 10th Aug., at 2 P.M.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 12th Aug., at Noon.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHEW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS.

Hongkong, 6th August, 1909.

10

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG &amp; VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN & BALISTIC PORTS	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALISTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 6th August, 1909.

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**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.
ZAFIRO	2540	E. Rodger	Manila	On 14th Aug., Noon.
For Freight or Passage apply to Hongkong, 2nd August, 1909.				SHEWAN, TOMES & CO., General Managers. [14]

**NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG & COLOMBO, and PORT SAID.	AWA MARU, TABMA MARU	6,500	WED'DAY, 18th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.	KAGA MARU	6,500	WED'DAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SHINANO MARU	7,090	TUESDAY, 14th Sept., at 4 P.M.
KOBE and YOKOHAMA	HITACHI MARU	6,000	FRIDAY, 6th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOTOMI MARU	7,000	MONDAY, 9th Sept., at 5 P.M.
SHANGHAI and KOBE	YOSHIO MARU	4,500	FRI'DAY, 13th Sept., at 4 P.M.
KOBE and YOKOHAMA	MIYASAKI MARU	9,000	FRIDAY, 27th Aug., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	6,000	WED'DAY, 1st Sept., at Noon.

Fitted with New System of Wireless Telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU (Capt. A. E. Moses). About Wed. 25th Aug.

ATSUTA MARU (Capt. Wm. Thompse). About Wed. 22nd Sept.

MYASAKI MARU (Capt. T. Murai). About Wed. 20th Oct.

KITANO MARU (Capt. F. E. Core). On Wednesday, 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

**CHEAPEST ROUND TRIPS  
BETWEEN HONGKONG AND JAPAN PORTS.**

COMMENCING 1st June, ENDING 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

OPTION OF RAIL BETWEEN CALLING PORTS IN JAPAN.

FOR FURTHER PARTICULARS APPLY TO

T. KUSUMOTO, MANAGER. [15]

Hongkong, 4th August, 1909.

T. KUSUMOTO, MANAGER. [15]

SPECIAL LINE OF STEAMERS.

THE UNDERSIGNED GENERAL AGENTS

IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH ASIA, in connection with INDIA-

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.  
Siberian mail from London of July 17th, is due at Hongkong on Monday morning, August 9th, by us. Anku.

TO	PER	DATE
Sotchi Maru	Friday	6th, 9:00 A.M.
Yawata Maru	Friday	6th, 11:00 A.M.
Signal	Friday	6th, 11:00 A.M.
Alderman	Friday	6th, 1:00 P.M.
Hasten	Friday	6th, 1:15 P.M.
Esi Tai	Friday	6th, 3:00 P.M.
Foshing	Friday	6th, 3:00 P.M.
Longgang	Friday	6th, 4:00 P.M.
Hifachi Maru	Saturday	7th,
		Printed Matter and Sam-
		ples, 9:00 A.M.
		Registration, 9:00 A.M.
		(Registrations, with late
		fee of 10 cents, up to
		9:45 A.M.)
		Registration, Kowloon
		B.O., 9:00 A.M.
		No late fee.
		Letters, 10:00 A.M.
		Saturday, 7th, 10:00 A.M.
		Printed Matter and Sam-
		ples, 10:00 A.M.
		Registration, 10:00 A.M.
		(Registrations, with late
		fee of 10 cents, up to
		10:45 A.M.)
		Registration, Kowloon
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		Letters, 11:00 A.M.
		Saturday, 7th, 11:00 A.M.
		Printed Matter and Sam-
		ples, 11:00 A.M.
		Registration, 11:00 A.M.
		(Registrations, with late
		fee of 10 cents, up to
		11:45 A.M.)
		Registration, Kowloon
		B.O., 11:00 A.M.
		No late fee.
		Letters, 12:00 P.M.
		Saturday, 7th, 12:00 P.M.
		Printed Matter and Sam-
		ples, 12:00 P.M.
		Registration, 12:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		12:45 P.M.)
		Registration, Kowloon
		B.O., 12:00 P.M.
		No late fee.
		Letters, 1:00 P.M.
		Saturday, 7th, 1:00 P.M.
		Printed Matter and Sam-
		ples, 1:00 P.M.
		Registration, 1:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		1:45 P.M.)
		Registration, Kowloon
		B.O., 1:00 P.M.
		No late fee.
		Letters, 2:00 P.M.
		Saturday, 7th, 2:00 P.M.
		Printed Matter and Sam-
		ples, 2:00 P.M.
		Registration, 2:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		2:45 P.M.)
		Registration, Kowloon
		B.O., 2:00 P.M.
		No late fee.
		Letters, 3:00 P.M.
		Saturday, 7th, 3:00 P.M.
		Printed Matter and Sam-
		ples, 3:00 P.M.
		Registration, 3:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		3:45 P.M.)
		Registration, Kowloon
		B.O., 3:00 P.M.
		No late fee.
		Letters, 4:00 P.M.
		Saturday, 7th, 4:00 P.M.
		Printed Matter and Sam-
		ples, 4:00 P.M.
		Registration, 4:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		4:45 P.M.)
		Registration, Kowloon
		B.O., 4:00 P.M.
		No late fee.
		Letters, 5:00 P.M.
		Saturday, 7th, 5:00 P.M.
		Printed Matter and Sam-
		ples, 5:00 P.M.
		Registration, 5:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		5:45 P.M.)
		Registration, Kowloon
		B.O., 5:00 P.M.
		No late fee.
		Letters, 6:00 P.M.
		Saturday, 7th, 6:00 P.M.
		Printed Matter and Sam-
		ples, 6:00 P.M.
		Registration, 6:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		6:45 P.M.)
		Registration, Kowloon
		B.O., 6:00 P.M.
		No late fee.
		Letters, 7:00 P.M.
		Saturday, 7th, 7:00 P.M.
		Printed Matter and Sam-
		ples, 7:00 P.M.
		Registration, 7:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		7:45 P.M.)
		Registration, Kowloon
		B.O., 7:00 P.M.
		No late fee.
		Letters, 8:00 P.M.
		Saturday, 7th, 8:00 P.M.
		Printed Matter and Sam-
		ples, 8:00 P.M.
		Registration, 8:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		8:45 P.M.)
		Registration, Kowloon
		B.O., 8:00 P.M.
		No late fee.
		Letters, 9:00 P.M.
		Saturday, 7th, 9:00 P.M.
		Printed Matter and Sam-
		ples, 9:00 P.M.
		Registration, 9:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		9:45 P.M.)
		Registration, Kowloon
		B.O., 9:00 P.M.
		No late fee.
		Letters, 10:00 P.M.
		Saturday, 7th, 10:00 P.M.
		Printed Matter and Sam-
		ples, 10:00 P.M.
		Registration, 10:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		10:45 P.M.)
		Registration, Kowloon
		B.O., 10:00 P.M.
		No late fee.
		Letters, 11:00 P.M.
		Saturday, 7th, 11:00 P.M.
		Printed Matter and Sam-
		ples, 11:00 P.M.
		Registration, 11:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		11:45 P.M.)
		Registration, Kowloon
		B.O., 11:00 P.M.
		No late fee.
		Letters, 12:00 P.M.
		Saturday, 7th, 12:00 P.M.
		Printed Matter and Sam-
		ples, 12:00 P.M.
		Registration, 12:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		12:45 P.M.)
		Registration, Kowloon
		B.O., 12:00 P.M.
		No late fee.
		Letters, 1:00 P.M.
		Saturday, 7th, 1:00 P.M.
		Printed Matter and Sam-
		ples, 1:00 P.M.
		Registration, 1:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		1:45 P.M.)
		Registration, Kowloon
		B.O., 1:00 P.M.
		No late fee.
		Letters, 2:00 P.M.
		Saturday, 7th, 2:00 P.M.
		Printed Matter and Sam-
		ples, 2:00 P.M.
		Registration, 2:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		2:45 P.M.)
		Registration, Kowloon
		B.O., 2:00 P.M.
		No late fee.
		Letters, 3:00 P.M.
		Saturday, 7th, 3:00 P.M.
		Printed Matter and Sam-
		ples, 3:00 P.M.
		Registration, 3:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		3:45 P.M.)
		Registration, Kowloon
		B.O., 3:00 P.M.
		No late fee.
		Letters, 4:00 P.M.
		Saturday, 7th, 4:00 P.M.
		Printed Matter and Sam-
		ples, 4:00 P.M.
		Registration, 4:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		4:45 P.M.)
		Registration, Kowloon
		B.O., 4:00 P.M.
		No late fee.
		Letters, 5:00 P.M.
		Saturday, 7th, 5:00 P.M.
		Printed Matter and Sam-
		ples, 5:00 P.M.
		Registration, 5:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		5:45 P.M.)
		Registration, Kowloon
		B.O., 5:00 P.M.
		No late fee.
		Letters, 6:00 P.M.
		Saturday, 7th, 6:00 P.M.
		Printed Matter and Sam-
		ples, 6:00 P.M.
		Registration, 6:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		6:45 P.M.)
		Registration, Kowloon
		B.O., 6:00 P.M.
		No late fee.
		Letters, 7:00 P.M.
		Saturday, 7th, 7:00 P.M.
		Printed Matter and Sam-
		ples, 7:00 P.M.
		Registration, 7:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		7:45 P.M.)
		Registration, Kowloon
		B.O., 7:00 P.M.
		No late fee.
		Letters, 8:00 P.M.
		Saturday, 7th, 8:00 P.M.
		Printed Matter and Sam-
		ples, 8:00 P.M.
		Registration, 8:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		8:45 P.M.)
		Registration, Kowloon
		B.O., 8:00 P.M.
		No late fee.
		Letters, 9:00 P.M.
		Saturday, 7th, 9:00 P.M.
		Printed Matter and Sam-
		ples, 9:00 P.M.
		Registration, 9:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		9:45 P.M.)
		Registration, Kowloon
		B.O., 9:00 P.M.
		No late fee.
		Letters, 10:00 P.M.
		Saturday, 7th, 10:00 P.M.
		Printed Matter and Sam-
		ples, 10:00 P.M.
		Registration, 10:00 P.M.
		(Registrations, with late
		fee of 10 cents, up to
		10:45 P.M.)
		Registration, Kowloon
		B.O., 10:00 P.M.
		No late fee.
		Letters, 11:00 P.M.
		Saturday, 7th, 11:00 P.M